



GEORGIA

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

**Fiscal Years 2021 - 2023
Annual Update FY 2022**

Date of Approval: August 10, 2022

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2021 - 2023)
- Part 2: Crash Reduction and National Program Elements (FY 2021 - 2023)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2021 - 2023)
- Part 4: Financial Information (FY 2022)
- Part 5: Certifications and Documents (FY 2022)

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2022:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2021 plans. States must carefully review and update this information to reflect FY 2022 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The Georgia Department of Public Safety (DPS) is the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) within the State of Georgia. The Department of Public Safety's Motor Carrier Compliance Division (MCCD) is responsible for the development and the implementation of Georgia's MCSAP program.

It is the mission of this agency to reduce the number of fatal and injury related crashes upon Georgia's highways through the effective and fair regulation of the commercial motor carrier industry and to raise public awareness concerning safely sharing our roadways with commercial motor vehicles.

By implementing the plans developed within this 2021-2023 Commercial Motor Vehicle Safety Plan, the Motor Carrier Compliance Division's goal is to reduce Georgia's FY 2023 fatal crash rate by 3%, or 1% per year. Additionally, MCCD will continue to develop data quality programs and procedures to efficiently identify high risk drivers, vehicles, carriers, and highways within the State.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- ☒ Initiatives involving "rural roads" are specifically included in this CVSP.
- ☒ The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

The Georgia Department of Public Safety's Motor Carrier Compliance Division currently employs 246 sworn law enforcement officers. It is our goal, based on the Department's Strategic Plan, to attain 275 sworn law enforcement officers by the end of FY2023. Of the 246 currently employed, 232 are NAS certified.

The Motor Carrier Compliance Division is committed to performing random driver vehicle inspections and dedicated to a highly visible traffic enforcement program on Georgia's interstates and rural routes across the state. MCCD has a viable hazardous materials inspection program and has established a nuclear radiological detection (NRAD) team that is trained and equipped for the detection, identification, and response to a radiological nuclear incident.

MCCD's training division coordinates and conducts basic and advanced in-service law enforcement training as well as the Motor Carrier Officer Academy which provides robust training for new cadets. The Motor Carrier Officer course offers a 21 week program that consists of 9 weeks of in house training, including NAS Parts A and B, and 12 weeks of field training. Upon completion, MC01 officers are fully trained and ready to be deployed to their respective regions. As of FY 2020, 6 Motor Carrier Officer Academies have been conducted. During FY2021-2023 new recruits will be hired and trained as budget constraints permit.

MCCD has nine geographic regions and one administrative region. The administrative region is comprised of the Safety Compliance Unit which conducts Safety Analysis investigations and New Entrant audits. Statewide, there are 19 inspection stations located on major interstates. One permanent inspection station is located in Early County on a state route with a high volume of commercial vehicle traffic. Each interstate inspection station is equipped with main-line weigh-in-motion technology paired with cameras for the detection of license plates (LPR) and U.S.DOT numbers. This technology allows MCCD to identify motor carriers operating under a Federal Out of Service order prior to the inspection process.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	GEORGIA DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	225
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	200
Traffic Enforcement Activities	210
Investigations*	20
Public Education and Awareness	225
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	
Total # of MCSAP Participating Personnel:	

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2021 - 2023 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/objectives.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2015 - 2019

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Other

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Large Truck and Bus Fatal Crashes per 100 VMT

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	188	0.13	0.1430
01/01/2017	12/31/2017	235	0.13	0.1884
01/01/2016	12/31/2016	188	0.13	0.1531
01/01/2015	12/31/2015	180	0.13	0.1524
01/01/2014	12/31/2014	185	0.13	0.1659

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

No goal has been set for Passenger Carrier Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	11		
01/01/2017	12/31/2017	10		
01/01/2016	12/31/2016	20		
01/01/2015	12/31/2015	4		
01/01/2014	12/31/2014	8		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

No goal has been set for HM Release Crashes

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	0		
01/01/2017	12/31/2017	0		
01/01/2016	12/31/2016	0		
01/01/2015	12/31/2015	0		
01/01/2014	12/31/2014	0		

Enter the data sources and capture dates of the data listed in each of the tables above.

The Vehicle Miles Traveled (VMT) data source for this section is the "State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million total Vehicle Miles Traveled" report, which is published and available through the FMCSA Portal in the Analysis and Information Online (A&I) System site. Fatal crash data for CY2016-2018 was obtained from the MCMIS data snapshot as of 6.26.2020, and Fatal Crash data for CY2014-2017 was obtained from the MCMIS data snapshot as of 4.30.2017. The fatality rate was calculated by taking the total number of fatalities and dividing them by the "State Total VMT," then multiplying this sum by 100. Georgia has selected the calendar years of 2014 to 2018 as the state's measurement period in this document for crash data. In July 2019, the Georgia Department of Public Safety was struck by a criminal ransom-ware attack that impacted all aspects of agency's electronic reporting, including crash reporting and crash investigations. Because of this criminal act, the most accurate crash data, available when this document was being drafted, is 2018.

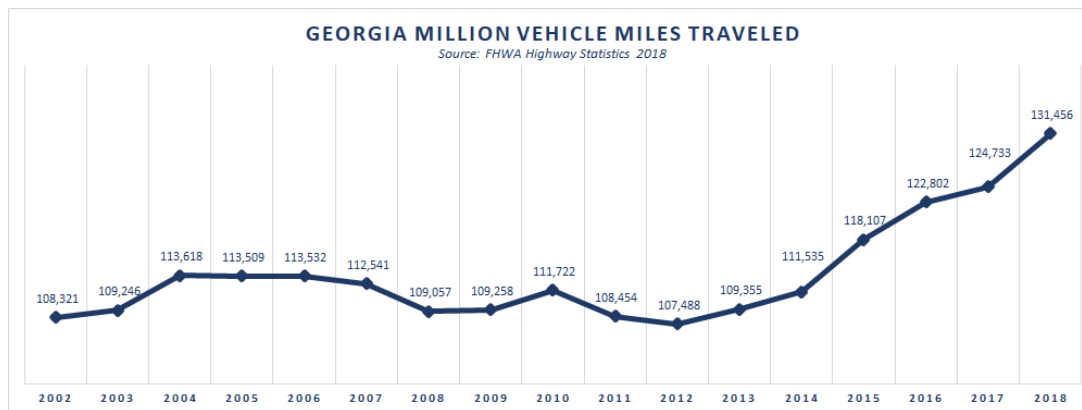
Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Describe any difficulties achieving the goal, problems encounters, obstacles overcome, lessons learned, etc.

Georgia continues to experience unparalleled economic and population growth. Georgia's competitive job market and investment in industry has made it one of the fastest-growing states in the nation. According to the U.S. Census Bureau, the state has experienced an estimated 10% increase in population from 2010 to 2019, and Georgia now has over 0.6 million residents. Furthermore, the expansion of the Port of Savannah, which began in 2015, has fueled increased growth in the transportation sector of Georgia's economy. The Port of Savannah now handles one in five containers crossing East Coast docks and is the nation's third busiest gateway for containerized freight. Further, Georgia's second deep-water port, the Port of Brunswick, is the nation's second busiest auto-port. Consequently, both locally and statewide, this growth also stresses an already aging state highway and bridge infrastructure, which demands constant maintenance and construction efforts.

According to National Highway Traffic Safety Administration data, I-285 in Georgia ranks as one of the deadliest interstates in America. Additionally, Georgia had 7 of the top 100 spots in the 2020 American Transportation Research Institute (ATRI) edition of "The Nation's Top 100 Truck Bottlenecks", including 3 bottlenecks that are ranked in the top 10 in the country.

As the chart below illustrates, Vehicle 100 Million Miles Traveled (VMT) data shows Georgia experienced a 22% increase in VMT from 2012 to 2018. Preliminary VMT data from the Federal Highway Administration indicates Georgia's VMT continued to rise in 2019, increasing 1.5% over 2018.



The Motor Carrier Compliance Division (MCCD) of the Georgia Department of Public Safety has reviewed the "tried-and-true" methods of commercial vehicle enforcement and continues to look outside the box for new approaches to crash reduction.

- MCCD recruits and hires law enforcement personnel that possess a broad level of law enforcement knowledge and experience.
- In 2017, MCCD implemented a 21-week training program for all newly hired officers, which focuses primarily on commercial vehicle safety. The 6th class of the Motor Carrier Officer Academy will graduate in December 2020.
- MCCD has placed a focus on unsafe CMV driver behavior, particularly behaviors known to contribute to crashes: speeding, following too closely, distracted driving, improper lane use, failure to obey traffic control devices, and any type of impaired driving, including fatigued driving.
- MCCD routinely performs judicial outreach training to judges, prosecutors, and others who are involved with the adjudication of traffic citations on CMV drivers engaging in unsafe driving behavior.

- To better educate local and state law enforcement officers responsible for investigating traffic crashes, MCCD added a CMV training component to the training curriculum which enhances the accurate identification of motor carriers involved in traffic crashes.
- MCCD utilizes a Quality Control team to audit MCSAP inspections to ensure accuracy. Such findings are also utilized to make training recommendations to address any deficiencies found.
- MCCD offers statewide access to CMV Awareness and Enforcement training, free of charge, to both state and local law enforcement agencies.
- MCCD continues to update our Public Information and Education (PIE) materials to ensure broader outreach opportunities.
- MCCD actively participates in Operation Safe DRIVE, a multi-state high visibility, crash elimination effort on major interstates such as I-95, I-85, I-75, and I-20.

Georgia's CMV crash rate has remained relatively stable despite the state's unprecedented growth. MCCD will continue to maintain a steadfast focus on unsafe CMV driver behavior and crash reduction. Our goal is to make Georgia's roadways and highways safer for everyone.

Narrative Overview for FY 2021 - 2023

Instructions:

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Narrative Overview for FY 2021 - 2023. Describe the identified problem, include baseline data and identify the measurement method.

Overall Crash Reduction Goal:

Georgia's crash reduction goal is to reduce the CMV fatality rate per 100 Million Vehicle Miles Traveled (VMT) by 0.01 each year. Georgia's CMV fatality rate for CY 2018 was 0.14; preliminary fatality and VMT data for CY 2019 indicates the CMV fatality rate stayed relatively stable. Therefore, the crash reduction goal is to lower the CMV fatality rate to 0.13 for large truck and bus crashes.

Passenger Carriers:

Georgia has not identified a crash reduction goal exclusively for passenger carriers. The focus will be on an overall CMV crash reduction. Buses operated by government entities, specifically school systems and transit operations, comprise the majority of fatal bus crashes in Georgia. There were 3 fatal crashes involving regulated passenger carriers in CY2016; however, a review of the crash reports indicated a vehicle other than the passenger carrier vehicle was most likely at fault.

Passenger safety is a priority in Georgia. MCCD targets unsafe driving behaviors of all commercial motor vehicle drivers, including passenger carrier drivers. In July, 2019, MCCD participated in the Passenger Carrier Strike Force however, the Passenger Carrier Strike Force was cancelled for FY 2020 due to COVID-19. MCCD's participation in the Sunbelt Agricultural Expo for the 18th year was hampered by Hurricane Michael and the destruction it caused in the southern part of the State. At this time, we are unsure that the Sunbelt Agricultural Expo will be held in FY 2021. Unannounced terminal inspections are conducted statewide throughout the federal fiscal year.

The Georgia Department of Public Safety is statutorily mandated to conduct an annual safety inspection of each school bus transporting students within each school district across the State. Currently, the Department of Public Safety, Motor Carrier Compliance Division (MCCD) inspects an average of 21,000 school busses annually. These 21,000 inspections are in addition to the MCSAP inspections conducted annually by MCCD. School bus inspector salaries are funded through the utilization of State of Georgia funds when conducting statutory inspections. The same enforcement personnel also conduct MCSAP roadside safety inspections of large trucks and busses when they are not inspecting school busses. MCCD utilized State and alternative funding for the creation of a school bus data system in order to record and track safety inspections, safety violations, traffic crashes, and trends related to the school bus vehicle, the school bus driver, and the responsible school district. This data system is designed to foster a cooperative between MCCD and the various school system districts within the State to improve driver education and skills, improve school bus mechanical safety, and to promote school district responsibility for their drivers and equipment. The goal of this cooperative is to reduce school bus involved crashes thus protecting our most precious resource, our next generation.

Hazardous Materials:

A crash reduction goal specific to the release and/or spill of hazardous materials (Hazmat) has not been identified. Georgia continues to focus on overall safety and the compliance of motor carriers transporting hazardous materials. MCCD conducted 9,806 Hazmat inspections in FFY 2019 and had a 5.54% Hazmat OOS Rate.

Enter the data source and capture date:

The Vehicle Miles Traveled (VMT) data source for this section is the "State Level Commercial Motor Vehicle (CMV) Fatality Rate per 100 Million total Vehicle Miles Traveled" report, which is published and available through the FMCSA Portal in the Analysis and Information Online (A&I) System site. Preliminary VMT data for 2019 was sourced from the FHWA Traffic Volume Trends monthly reports, specifically, Table 5. Crash data and HM inspection data was sourced from the MCMIS data snapshot dated 6.26.2020. Strike Force and school bus inspection data was sourced from MCCD internal documentation.

Projected Goal for FY 2021 - 2023:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2021	1
2022	1
2023	1

Georgia's crash reduction goal is to reduce the CMV fatality rate per 100 Million Vehicle Miles Traveled (VMT) by 0.01 each year, which equates to 1% each year. Therefore, the overall crash reduction goal for FY 2021-2023 is a 3% reduction in CMV-involved crashes.

Program Activities for FY 2021 - 2023: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

To date, the Motor Carrier Compliance Division (MCCD) currently employs 232 certified law enforcement officers.

MCCD officers spend an average of 20 hours or more per week performing traffic enforcement activities. Officers are periodically assigned to a fixed-facility location to focus on hours of service, driver qualifications, and equipment-related violations. All officers are expected to meet inspection goals.

The MCCD traffic enforcement focus is crash causative behaviors: speeding, following too closely, distracted driving, improper lane use, improper turns, improper passing, failure to obey traffic control devices, and any type of impaired driving. Traffic enforcement emphasis is also placed on seat belt usage.

For FY 21, the inspection goal is set for 68,000. The FY 21 goal for Hazmat Inspections is set at 10% or 6,800 inspections. While no inspection goal has been set for traffic enforcement, it is anticipated, based on past performance, that approximately 35%, or some 23,800 inspections, will have at least one traffic enforcement violation.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).**Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.**

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Officer's complete a daily recap of their activity and at the end of the month it is submitted to the Region command staff. Command staff compiles a monthly supervisor report showing the total inspections for that Region along with other pertinent information for the month. All activity from each region is compiled into one monthly report and distributed to MCCD Command staff members. Quarterly reports are compiled from this data and reported to FMCSA.

MCCD's crash analyst reviews crash data and creates a quarterly interactive dashboard of CMV crashes for review by all MCCD command staff members. The dashboard shows crash trends for the state as well as providing tracking for crash events.

A bi-weekly report on the number of year-to-date CMV-involved fatal crashes and fatalities is also provided. This report also compares the current crash statistics with the previous years.

Preliminary Vehicle Miles Traveled is tracked monthly from the FHWA Traffic Volume Trends monthly reports.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2021 - 2023. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2015 - 2019

Inspection Types	2015	2016	2017	2018	2019
Level 1: Full	23064	26854	25934	28050	24589
Level 2: Walk-Around	21045	22707	22430	24310	20617
Level 3: Driver-Only	41324	38789	40074	42626	38642
Level 4: Special Inspections	15	11	16	25	22
Level 5: Vehicle-Only	953	727	637	1236	1378
Level 6: Radioactive Materials	0	0	1	0	0
Total	86401	89088	89092	96247	85248

Narrative Overview for FY 2021 - 2023

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

The Motor Carrier Compliance Division's current staffing consists of 232 certified law enforcement officers. These certified officers are located in nine geographical areas around the state. A tenth region exists as an administrative unit and conducts investigations and new entrant audits. The current staffing level of NAS certified officers including supervisory personnel is as follows: Region 1 (16) officers, Region 2 (22) officers, Region 3 (45) officers, Region 4 (18) officers, Region 5 (18) officers, Region 6 (24) officers, Region 7 (26) officers, Region 8 (19) officers, Region 9 (20) officers, Region 10(13) officers and (10) non-sworn credentialed investigators. Headquarters, including officers assigned to school bus safety and the training division (25) officers.

Region 3 has the largest number of certified officers. Region 3 encompasses the 8 county metro Atlanta area. With six individual designated interstate routes, Region 3 has the highest crash rate in the State.

MCCD officers patrol Georgia's interstates and highways in urban and rural areas of the State. MCCD officers are routinely assigned high risk rural routes, as determined by commercial motor vehicle crash data and traffic volume analysis. Officers are periodically assigned to fixed-facility locations to perform driver-vehicle inspections while screening for violations of hours-of-service, impaired driving (drug/alcohol and ill/fatigued) violations, seat belt usage, and other safety violations. Officers perform, at a minimum, a Level 3 inspection with each commercial vehicle stop. Officers have discretion to elevate the level of inspection performed based on the circumstances observed at the time of the stop. Carrier safety scores,

previous inspection violations, current observed violations, etc. are determining factors when selecting the level of inspection to perform.

Georgia's program is monitored through a series of individual daily and region monthly activity reports such as personal time distribution reports distinguishing MCSAP and non-MCSAP activities, traffic enforcement and inspection activities, new entrant audits, and crash analysis. Safety-Net analysis of activities and quarterly reports are compared to individual's and region reports.

FY2022 Update: Under current trends, staffing numbers fluctuate monthly. Newly employed officers require time for academy training and field training. As a result of aggressive and continual recruiting efforts, MCCD anticipates staffing to average 225 NAS certified inspectors throughout the fiscal year.

Projected Goals for FY 2021 - 2023

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2021 - 2023. For FY 2022, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: GEORGIA DEPARTMENT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 225

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	16700	1575	100	18375	26.63%
Level 2: Walk-Around	17500	100	0	17600	25.51%
Level 3: Driver-Only	32200	75	0	32275	46.78%
Level 4: Special Inspections	15	0	0	15	0.02%
Level 5: Vehicle-Only	285	50	400	735	1.07%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	66700	1800	500	69000	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2022:	

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: GEORGIA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 225					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies:					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	16700	1575	100	18375	26.63%
Level 2: Walk-Around	17500	100	0	17600	25.51%
Level 3: Driver-Only	32200	75	0	32275	46.78%
Level 4: Special Inspections	15	0	0	15	0.02%
Level 5: Vehicle-Only	285	50	400	735	1.07%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total MCSAP Lead Agency & Subrecipients	66700	1800	500	69000	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2022 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	69000	0	0	69000
Enter total number of certified personnel	245	0	0	245
Projected Goals for FY 2023 Roadside Inspections				
Enter total number of projected inspections	70000	0	0	70000
Enter total number of certified personnel	275	0	0	275

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2015 - 2019

Investigative Types - Interstate	2015	2016	2017	2018	2019
Compliance Investigations	395	387	399	277	189
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)		12	12	29	68
CSA Off-Site		55	54	5	1
CSA On-Site Focused/Focused CR		284	276	199	74
CSA On-Site Comprehensive		36	57	44	46
Total Investigations	395	774	798	554	378
Total Security Contact Reviews		2	3	102	1
Total Terminal Investigations		1	2	1	5

Investigative Types - Intrastate	2015	2016	2017	2018	2019
Compliance Investigations	8	4	0	2	1
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	8	4	0	2	1
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2021 - 2023**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2021 - 2023

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2021 - 2023.

Projected Goals for FY 2021 - 2023 - Investigations						
Investigation Type	FY 2021		FY 2022		FY 2023	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	158	0	158	0	158	0
CSA On-Site Comprehensive	52	0	52	0	52	0
Total Investigations	210	0	210	0	210	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

For FY 2021- FY 2023, non-rated reviews will only be conducted if we receive a request by FMCSA or if we receive a complaint. CSA Off-site reviews may be conducted upon request from FMCSA. Georgia is experiencing an unprecedented influx of new motor carriers into the safety audit program.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

The Motor Carrier Compliance Division currently has 7 sworn and 1 non-sworn credentialed investigators performing investigations. Of the 7 sworn officers, 3 have supervisory duties and will perform investigations to maintain their certifications for FY2022 - FY2023. We currently have 4 sworn investigators in training; however, their certification course has been rescheduled due to the COVID-19 pandemic. Due to the continued increase of new carriers, MCCD is focusing its resources on New Entrant Audit requirements. While MCCD's stated goal is 210, investigations will be completed as resources allow.

FY2022 Update: The Motor Carrier Compliance Division currently has 12 sworn and 9 non-sworn credentialed investigators performing investigations. Of the 12 sworn officers, 5 have supervisory duties and will perform investigations to maintain their certifications for FY2021 - FY2023. Due to the continued growth of new commercial carriers, MCCD is focusing its resources on New Entrant Audit requirements. While MCCD's stated goal is 210, investigations will be completed as resources allow.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

MCCD measures performance by the number of investigations performed. Investigations are reviewed by an FMCSA Federal Program Specialist prior to uploading. Any needed corrections are sent back to the investigator and the responsible supervisor.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2018	09/30/2019	28022	19157
10/01/2017	09/30/2018	29030	28774
10/01/2016	09/30/2017	25627	27411
10/01/2015	09/30/2016	22966	12442
10/01/2014	09/30/2015	11002	5438

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

The number of documented CMV Traffic Enforcement Stops with an Inspection was pulled from A&I with a MCMIS data snapshot of 6.26.20. Data for citations and warnings pulled from Safetynet year end administrative reports. .

Narrative Overview for FY 2021 - 2023

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The Motor Carrier Compliance Division (MCCD) currently employs 232 certified officers. All certified officers are assigned a vehicle and perform traffic enforcement activities. High visibility is the main objective since drivers are known to use more caution when law enforcement vehicles are in sight or reported in an area. MCCD routinely perform patrols on rural roads. Routes are determined on a quarterly basis by regional command staff based on crash locations in their respective regions. The routes are identified in a quarterly high crash corridor plan submitted to headquarters command staff.

The MCCD traffic enforcement focus is on crash causative behaviors: speeding, following too closely, distracted driving, improper lane use, improper turns, improper passing, failure to obey traffic control devices, and any type of impaired driving. Traffic enforcement emphasis is also placed on seat belt usage.

MCCD region commanders consider local traffic activity, including peak traffic hours, known traffic congestion points, and high crash corridors when determining officer assignments. The CMV-involved Interactive Crash Dashboard, shown below, is an additional tool commanders use to determine region trends, such as time of day, day of week, and vehicle types involved in crashes.

FY 2022 Update: MCCD anticipates a staff average of 225 certified officers throughout the fiscal year.

Filters for Dashboard

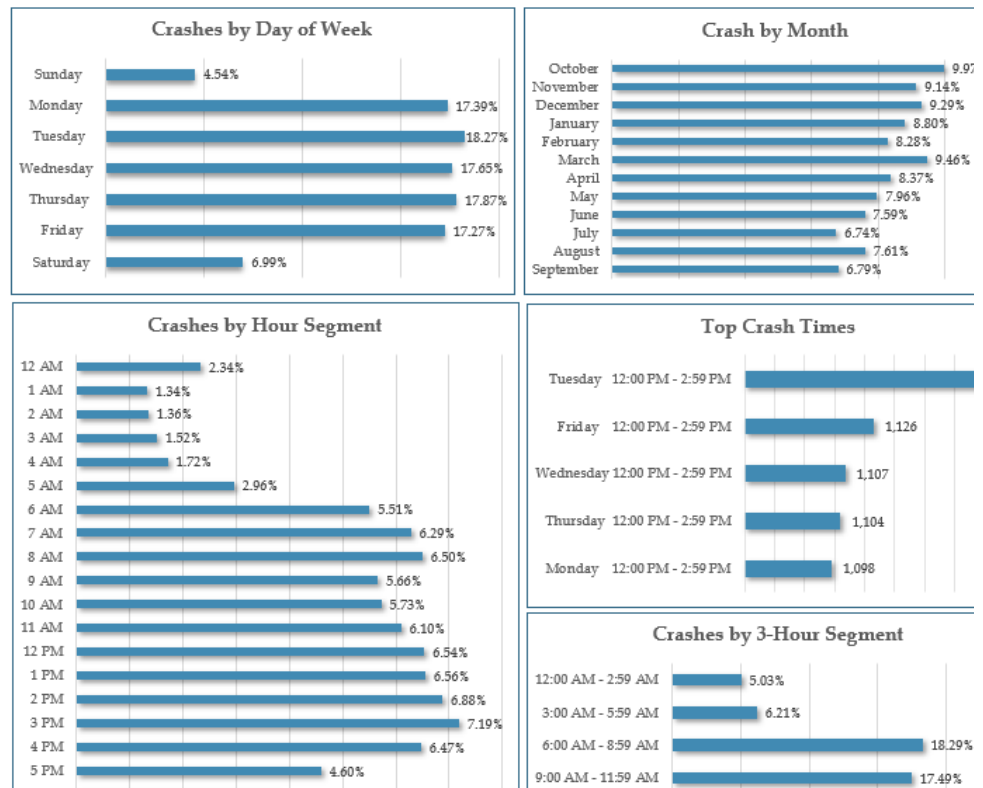
Clear Filters for New Searches

Fed Fiscal Y... 2015 2016 2017 2018 2019 2020		Region 1 2 3 4 5 6	
Severity Fatal Injury Tow Away		Truck or Bus Bus Truck	
County Name Appling Atkinson Bacon Baker Baldwin Banks Barrow Bartow Ben Hill Berrien Bibb Bleckley Brantley Brooks Bryan Bulloch Burke Butts Calhoun Camden Candler			
Month January February March April May June July August September October November December			
Day of Week Wed... Frida... Mond... Satur... Sund... Thur... Tues...		FFY Quarter Q1-FFY Q2-FFY Q3-FFY Q4-FFY	

Federally Reportable CMV-Involved Cra

Source: FMCSA MCMIS Snapshot, 5.29.2020

*July



Projected Goals for FY 2021 - 2023

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2021 - 2023. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	23800	24150	24500
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection			
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV			
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	3564	3564	3564

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections , investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
69000	210	1791	71001	75579

The sum of your planned FY 2022 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2022 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

FY 2022 Undates per BIL funding: No chages required for non-CMV traffic enforcement activities.

All inspection and enforcement activity is captured within the Region Commander's monthly report and submitted to the MCCD headquarters office. The monthly reports are compared to Safetynet inspections and the reported activity tracked for internal benchmark goals and objectives. All activity is compiled into a single monthly report and distributed to MCCD Command staff members for review.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines "fully participating" in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Exceeds Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: Georgia Department of Public Safety

Enter the agency name responsible for PRISM in the State: Georgia Department of Revenue

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Program Activities for FY 2021 - 2023: Describe any actions that will be taken to implement full participation in PRISM.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The Georgia Department of Revenue reviews and uploads T-19 International Fuel Tax Agreement (IFTA) transactions and T-22 International Registration Plan (IRP) transactions daily. Personnel conduct monthly data reviews that include data upload timeliness, completeness, accuracy, and validity matrixes. Quarterly

PRISM reports are submitted to FMCSA as required. The Department of Revenue conducts a baseline at a minimum of once per year.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2015 - 2019

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2015	2016	2017	2018	2019
Carrier Safety Talks	153	145	162	175	155
CMV Safety Belt Education and Outreach	85	50	64	58	76
State Trucking Association Meetings	29	11	16	16	18
State-Sponsored Outreach Events	24	15	18	21	23
Local Educational Safety Events	42	39	35	41	48
Teen Safety Events	27	31	22	14	17

Narrative Overview for FY 2021 - 2023

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

The Motor Carrier Compliance Division plans to conduct approximately 175 public education and awareness activities in order to raise the awareness of drivers of all ages and social groups of their responsibility to share the roads safely on Georgia's highways. These activities target the general public and teen drivers concentrating on "Share the Road", "Leave More Space", and distracted driving including use of cell phones while driving. MCCD provides passenger carrier and HM carriers with outreach information. We will continue our focus on judicial outreach activities for law enforcement and court systems throughout the state. The MCCD conducts public education and awareness activities. An estimated 650 hours will be spent conducting these activities. This plan is subject to the developments of COVID-19 and other civil unrest.

Projected Goals for FY 2021 - 2023

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2021	FY 2022	FY 2023
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	60	60	60
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	40	40	40
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	15	15	15
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	35	35	35
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	15	15	15

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

MCCD continues to show the number of public awareness and outreach programs conducted on a monthly basis within the quarterly reports. The quarterly report includes the number of attendees and activity type.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: Georgia Department of Public Safety

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2021 - 2023.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2021	Goal for FY 2022	Goal for FY 2023
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Fair	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

A&I snapshot date: 6.26.20

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

In July, 2019, DPS was hit with an intentional cyber attack that totally destroyed our networks and programming. Safetynet was off-line from July 26 - September 23, 2019. Driver vehicle inspection reports were hand-written in the field and had to be hand-keyed into Aspen. During this time, crash and driver vehicle inspections reports were unable to be uploaded to MCMIS. New computers had to be purchased and Aspen was not loaded on computers statewide until November, 2019. It wasn't until that point that hand-written inspections could be keyed into Aspen and uploaded to Safetynet. Available crash data was not uploaded from Lexis Nexis (Contractor for Georgia Department of Transportation) until the middle of October.

Program Activities FY 2021 - 2023: Describe activities that will be taken to maintain a "Good" overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a "Good" rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

The MCCD is currently in a "good" status and will continue that goal for FY 2021-2023.

FY 2022 Update: MCCD continues to maintain a SSDQ "Good" rating for Crash Measures and Inspection Measures.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

MCCD monitors our SSDQ scores on a monthly basis. We are rated at "Good" in all but two categories, we continue to monitor and improve the data with a goal of reaching 100% in each measure. We utilize the State Data Quality reports for inspections and crashes to identify reports that can be corrected such as VIN, U.S. DOT number and driver information.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2015 - 2019

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2015	2016	2017	2018	2019
Interstate	1230	1451	1607	1558	1575
Intrastate	0	0	0	0	0
Total Audits	1230	1451	1607	1558	1575

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2021 - 2023

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	09/29/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	5867
Current Number of Past Dues	25

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2021 - 2023

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2021 - 2023 - New Entrant Safety Audits						
	FY 2021		FY 2022		FY 2023	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	447	0	457	0	457	0
# of Safety Audits (Offsite)	1320	0	1330	0	1330	0
# Group Audits	4	0	4	0	4	0
TOTAL Safety Audits	1771	0	1791	0	1791	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

MCCD's New Entrant Unit currently consists of 7 sworn officers and 9 non-sworn investigators. We have transitioned into requiring all Region 10 personnel to conduct safety audits to keep pace with the ever-increasing number of new carriers in the new entrant program. Due to the current COVID 19 pandemic we are not conducting on-site safety audits which may impact our requirements in that area. We currently have 4 sworn investigators in training; however, their certification class has repeatedly been rescheduled due to COVID 19 pandemic.

FY 2022 Update:

MCCD's New Entrant Unit consists of 11 sworn and 9 non-sworn investigators. NEWS is currently indicating that MCCD has 4981 unassigned and 886 assigned carriers. A portion of the backlog of carriers is directly related to the inability to conduct safety audit seminars due to COVID-19 restrictions. During FY2021, MCCD's personnel completed a combined 2,205 audits during on-site and off-site audit settings. With the addition of 4 additional sworn investigators and the anticipation of the re-implementation of safety audit seminars within this fiscal year, MCCD expects to greatly reduce its backlog of unassigned carriers. The State of Georgia is a leading State in which new businesses chose to locate. With the continuing expansion of the Port of Savannah and the tax incentives for the development of small business, Georgia is experiencing unprecedented new carrier growth.

Activity Plan for FY 2021 - 2023: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

MCCD's New Entrant unit is estimating that 1,771 audits will be performed in FY 2021. We plan to hold 4 group audits in FY 2021. Two in the northern portion of Georgia and 2 in the southern portion of Georgia however, COVID 19 may impact our ability to perform group audits. Locations may be adjusted depending on where the majority of carriers are located. We will increase the number of group audits if necessary.

FY 2022 Update: MCCD plans to hold 4 group audits, with two in the northern portion of the state and the remaining two within the southern portion of the state. Again, the COVID-19 pandemic may affect timing, location, size, or even cancellation of group audits. MCCD is flexible and may increase the number of limited-attendance audits across the state.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

MCCD's New Entrant Unit is estimating that for FY2021 a total of 1,771 audits will be performed. For FY2022 a total of 1,791 audits will be performed and for FY2023 a total of 1,791. will be performed. Georgia has seen a large influx of motor carriers registering. Due to this influx, we will prioritize and focus our efforts on maintaining a minimum amount of past due carriers.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2021 - 2023).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☒ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2020 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2020 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2020 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2020 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

Implementation of Electronic Logging Device (ELD) Regulations

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

The goal for MCCC is to have all 267 certified officers trained prior to the implementation of the Electronic Logging Devices in December 2017. We will incorporate ELD Training in all of our future MCCC Training Academies.

Actual: Insert year to date progress (#, %, etc., as appropriate).

Each MCCC inspector has been trained to identify, transfer, and review hours-of-service and records of duty status from the various approved electronic logging devices in use within the commercial transportation industry to date. MCCC conducted five Motor Carrier Officer (MCO) Academy classes during this reporting period. The participants within each academy class received comprehensive ELD instruction in a classroom setting and supervised, hands-on experience during field training prior to graduating the MCO Academy.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

MCCC bore the financial burden to send one of its personnel, a certified NAS Instructor to attend ELD Train-the-Trainer. This instructor returned to train additional in-state instructors to more efficiently conduct the ELD training for each inspector throughout the State. Additional periodic guidance remained necessary as inspectors gained experience and increased their confidence in the methods and technology.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.

Establishment of a Quality Control Team to perform internal audits of inspections and make training recommendations based on the team's findings.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

MCCC officers have a minimum goal of 60 driver inspections per month. If additional details are assigned that number may decrease. Based on the minimum goal of 60, the team can review as many as 600 per month. The team is comprised of one officer from each region or a total of 10 officers. The audit is open to any officer who wishes to attend so that they may have a better understanding of what the team is looking for.

Actual: Insert year to date progress (#, %, etc., as appropriate).

The MCCC Quality Control Team conducted approximately 4200 inspection reviews during FY2018. The number of reviews increased to approximately 5400 during FY2019. To date, in FY2020, the team has reviewed approximately 3000 driver/vehicle inspection reviews.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

MCCD's Quality Control Team met several times during FY2018 with less than the anticipated number of reviews. The initial plan of action required administrative review and adjustment. The Team began to produce the anticipated results. During FY2019, the team's results proved to be productive and enlightening revealing inspection trends that varied Region to Region. In-service training helped to refocus inspector's goals and the procedures to achieve the statewide inspection quality desired. MCCD was technologically crippled as the results of a criminal cyber-attack two months prior to FY2019's end. FY2020 continued to prove difficult due to the slow remediation from the cyber-attack. COVID-19 and pervasive social unrest manifested through numerous protests and riots further impeded the Team's efforts. However, the positive results of the team's efforts can not be ignored. As reflected in FMCSA's A&I State Safety Data Quality report, MCCD's current Inspection Accuracy is 99% and its Inspection Record Completeness is 100% (July 31, 2020). The Quality Control Team is a factor in maintaining such positive data quality ratings.

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2021 - 2023. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Enhance the MCCD Quality Control Team.

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

MCCD operates an established Quality Control Team that meets on a monthly basis to audit the accuracy and completion of driver / vehicle inspection reports. An inspector from each geographical region is selected for review. This selection may be random or focused. At the end of the review process, any discrepancies that are noted are reported to the inspector's chain of supervision. A supervisor will then address any issues and ensure that the proper corrections are made. The team may discover that remedial training may be required for an inspector or MCCD in general. In-service training will be developed to address training needs. MCCD's quality control measures, as reported in A&I Safety Data Measures 07-31-2020, has an Inspection Timeliness rate of 82% with a leading indicator of 93%. MCCD's Inspection Accuracy is 99% with a leading indicator of 99% and an Inspection Completeness Rate of 100% with a leading indicator of 100%. MCCD desires to enhance the Quality Control Team by widening its review scope to include Inspection Timeliness and Inspection VIN Accuracy.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

In general, MCCD officers have a minimum goal of 60 inspections per month. When additional details are assigned that number may decrease. Based on the minimum goal of 60, the team may review as many as 600 inspection reports per month. MCCD's goal is to achieve an overall Inspections Measures rate of 100% as reported in A&I Safety Data Measures by the end of FY2021 and maintain that rating through FY2023.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

For FY 2021-2023, MCCD's Quality Control Team will conduct reviews on approximately 600 driver vehicle inspection reports per month. In addition, the team will report to each Captain any findings that they may find.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct

ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

MCCD will report the number of driver inspections reviewed each quarter and Data Safety Measures Rate as reported in A&I.

State Objective #2

Enter the title of your State-Identified Objective.

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

State Objective #3

Enter the title of your State-Identified Objective.

Narrative Overview for FY 2021 - 2023

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Projected Goals for FY 2021 - 2023:

Enter performance goal.

Program Activities for FY 2021 - 2023: Describe the activities that will be implemented including level of effort.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2022 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$16,318,334.00	\$858,860.00	\$17,177,194.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$2,576,579.00
MOE Baseline:	\$1,039,183.63

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 14.99 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$2,576,579.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCCD Major	1	60.0000	\$130,600.00	\$78,360.00	\$74,442.00	\$3,918.00	\$0.00
MCCD Captain	13	60.0000	\$107,786.00	\$840,730.80	\$798,694.26	\$42,036.54	\$0.00
MCCD Lieutenant	12	60.0000	\$82,912.00	\$596,966.40	\$567,118.08	\$29,848.32	\$0.00
MCCD Sergeant First Class	24	60.0000	\$73,822.00	\$1,063,036.80	\$1,009,884.96	\$53,151.84	\$0.00
MCCD Sergeant	26	60.0000	\$66,420.00	\$1,036,152.00	\$984,344.40	\$51,807.60	\$0.00
Motor Carrier Officer	158	60.0000	\$60,836.00	\$5,767,252.80	\$5,478,890.16	\$288,362.64	\$519,591.82
GSP Trooper	26	10.0000	\$68,062.00	\$176,961.20	\$168,113.14	\$8,848.06	\$0.00
Compliance Specialist	8	100.0000	\$52,236.00	\$417,888.00	\$396,993.60	\$20,894.40	\$0.00
Legal Services	1	25.0000	\$66,420.00	\$16,605.00	\$15,774.75	\$830.25	\$0.00
Data Programmer	1	50.0000	\$145,600.00	\$72,800.00	\$69,160.00	\$3,640.00	\$0.00
Data Analyst	1	50.0000	\$87,360.00	\$43,680.00	\$41,496.00	\$2,184.00	\$0.00
Crash Anayst	1	50.0000	\$87,360.00	\$43,680.00	\$41,496.00	\$2,184.00	\$0.00
Administrative Professional	18	97.0000	\$47,638.00	\$831,759.48	\$790,171.51	\$41,587.97	\$0.00
Subtotal: Salary				\$10,985,872.48	\$10,436,578.86	\$549,293.62	\$519,591.82
Overtime Project Costs							
MCCD Officer	158	1.0000	\$60,836.00	\$96,120.88	\$91,314.84	\$4,806.04	\$0.00
Subtotal: Overtime				\$96,120.88	\$91,314.84	\$4,806.04	\$0.00
TOTAL: Personnel				\$11,081,993.36	\$10,527,893.70	\$554,099.66	\$519,591.82
Accounting Method:	Cash						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

FY2022 Updates per BIL funding: Added personnel categories and updated number of staff to reflect current levels. The data programmer, crash review specialist, and data anaylist positions were created and previously funded through a CMV High Priority grant.

MCCD Major

The Commanding Officer of the Motor Carrier Compliance Division (MCCD). The Commanding Officer oversees the MCSAP and CVSP programs for the State of Georgia. This includes the commercial motor vehicle safety program, size and weight program, School Bus Safety Program, Regulatory Compliance Programs, and all sworn and non-sworn administrative personnel.

MCCD Captain

MCCD Captains typically oversee one of the ten geographical areas of the State or a specific administrative function such as Regulatory Compliance. Captains are mid-management personnel. They manage human resources and direct administrative activities such as interviewing, training, evaluating staff performance, and when necessary, disciplines and makes recommendations for other adverse actions. In addition to management responsibilities, Captains patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. Captains perform safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles.

MCCD Lieutenant

Lieutenants are upper-level supervisors. Lieutenants report to Captains and manage in the absence of the Captain. Lieutenants patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform CVSA safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles.

MCCD Sergeant First Class

Sergeants First Class (SFC) are Supervisors. SFCs report to Captains or the Lieutenant in the absence of the Captain. SFCs manage human resources and conducts administrative activities such as interviews, training, assigned staff performance evaluations, and directs minor discipline when necessary. They assess, plan, and allocate resources to meet local operational needs. Sergeants First Class patrol highways and roadways to enforce traffic and

criminal laws as they relate to commercial vehicle and driver safety. They perform CVSA safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles. In addition, they assess, plan, and allocate resources to meet operational needs.

MCCD Sergeant

Sergeants are front-line supervisors. Sergeants monitor the attendance and work performance of subordinate personnel. They ensure all personnel have completed all required and/or necessary Federal, State, and Departmental training. Sergeants assume the Sergeant First Class role in the absence of the SFC. Sergeants patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform CVSA safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles.

MCCD Officers

MCCD Officers are State law enforcement officers. Officers patrol highways and roadways to enforce traffic and criminal laws as they relate to commercial vehicle and driver safety. They perform CVSA safety compliance inspections of commercial vehicles, drivers, and shipments of hazardous materials, along with assisting in the investigation of traffic crashes involving commercial motor vehicles.

Trooper

Sworn members of the Uniform Division of the Georgia State Patrol. Certain Troopers are NAS part A trained, and a limited number are NAS part A&B trained. These members perform a limited number of commercial motor carrier, vehicle, and driver inspections per year.

For special enforcement details, a number of non-NAS trained Troopers may be assigned to work along MCCD Officers to focus enforcement actions toward unsafe behavior of non-commercial vehicle drivers operating in close proximity to commercial vehicles.

Non-Sworn Compliance Specialists

Compliance Specialists are non-sworn NAS certified personnel specifically trained to perform New Entrant Safety Audits and Compliance Reviews. Compliance Specialist perform CVSA safety compliance inspections but are not qualified to perform traffic enforcement and criminal intervention activities. Compliance Specialist are not required to perform relief efforts related to natural disasters, civil unrest, and dignitary protection functions.

Legal Services

Georgia State Bar certified attorney employed by the Georgia Department of Public Safety. Assigned to the Motor Carrier Compliance Division. MCSAP related responsibilities include ITD related contracts, memorandums of understanding, inter and intra government agreements, evidence preservation and presentation, employee discipline and retention issues, open record requests, complaint litigation, and consultation as daily business requires.

Data Programmer

MCCD's Data Programmer is tasked with creating new data collection and reporting processes and enhancing existing data programs that provide officers and command staff with the necessary data to make rapid but informed decisions. Innovative tools and technology continue to enhance MCCD's data. MCCD's data programmer provides the means to collect and utilize that data.

Data Analyst

MCCD's Data Analyst serves as the subject matter expert related to the multitude of data generated by MCCD's daily operations. The data analyst collects, evaluates, and reports historic and real-time commercial motor vehicle/driver related activity. This includes traffic volume, roadway utilization, direction of travel, crash locations, peak crash day-of-week and time-of-day, crash severity, MCSAP inspections, violations, out-of-service, traffic enforcement actions, etc. The resulting analytics provides command staff with the data necessary to effectively and efficiently allocate each available resource to deter additional fatal crashes in a given area, plan current and future enforcement details, and to accurately report Georgia crash and safety activity to FMCSA.

Crash Review Specialist

MCCD's Crash Review Specialist is specifically tasked with maintaining / improving State Safety Data Quality (SSDQ) Crash Measures. The review specialist manually reviews Georgia crash reports involving commercial motor vehicles to ensure that federally reported crashes are in fact reported and to properly remove crashes that do not meet the reporting criteria. To ensure that Georgia submits reliable crash data, the crash review specialist is expected to verify the carrier responsible for safety. Other critical reporting fields include USDOT number, GVWR, VIN, location codes, vehicle configuration, etc. When reporting errors are discovered, the crash review specialist contacts the reporting agency and officer to assist with updating information to facilitate crash report corrections.

Administrative Professionals

Administrative Professionals support various functions of MCCD. Five administrative professionals perform the functions of the SafetyNet Unit. SafetyNet conducts inspection and crash uploads to MCMIS and certifies inspection reports. They prepare a variety of correspondence, reports, data entry, and complete forms through SafetyNet databases and other reporting programs. Administrative support staff are directly responsible for managing and preparing quarterly reports and assisting with eCVSP development and submission. Additional administrative personnel support the Command Staff and their specific management functions. Two staff members are dedicated customer service representatives and answer all incoming calls from the public and the motor carrier industry. One professional provides enforcement support statewide for MCCD's sworn officers through verification of

driver's licenses, vehicle registrations, and other pertinent CMV information. Nine additional geographically located administrative staff members have responsibilities that include monitoring the use of supplies, supply replenishment, and clerical support of supervisors and mid-management personnel. All administrative roles include providing general information to the public.

Maintenance of Effort (MOE)

MOE is achieved through the expenditure of funds for a portion of MCCC Officer salaries not funded by MCSAP, or other FMCSA funding sources, during the performance of MCSAP activities.

Overtime Project Costs

Overtime costs are projected at 1% of a Motor Carrier Officer's salary. Overtime is not common practice; however, overtime is utilized to fund additional New Entrant audits.

Part 4 Section 3 - Fringe Benefits

Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCCD Sworn	67.7600	60.0000	\$10,164,372.00	\$4,132,427.08	\$3,925,805.73	\$206,621.35	\$519,591.81
GSP Trooper	67.7600	10.0000	\$176,961.00	\$11,990.87	\$11,391.33	\$599.54	\$0.00
DPS Non-Sworn	65.5100	97.0000	\$831,759.00	\$528,538.76	\$502,111.82	\$26,426.94	\$0.00
Analyst / Programmer	65.5100	50.0000	\$160,160.00	\$52,460.40	\$49,837.38	\$2,623.02	\$0.00
Legal Services	65.5100	25.0000	\$16,605.00	\$2,719.48	\$2,583.51	\$135.97	\$0.00
TOTAL: Fringe Benefits				\$4,728,136.59	\$4,491,729.77	\$236,406.82	\$519,591.81

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

FY2022 Updates per BIL funding: Updated fringe position benefit categories to reflect updated Personnel Salary categories; recalculated Federal/State share calculations.

Eligible fringe benefits calculated on actual object class data and the breakdown is as follows:

MCCD Sworn Personnel

Includes personnel positions of: Major, Captain, Lieutenant, Sergeant First Class, Sergeant

FICA will be paid for all full-time officers 7.65% x \$ 1,016,4372

Health Insurance will be paid for all full-time officers $29.45\% \times \$ 1,016,4372$

Personal Liability Insurance will be paid for all full-time officers $2.5\% \times \$ 1,016,4372$

Retirement will be paid for all full-time officers $24.66\% \times \$ 1,016,4372$

Workers Compensation will be paid for all full-time officers $3.5\% \times \$ 1,016,4372$

GSP Personnel

Includes personnel positions of: Trooper.

FICA will be paid for all full-time officers $7.65\% \times \$ 176,961$

Health Insurance will be paid for all full-time officers $29.45\% \times \$ 176,961$

Personal Liability Insurance will be paid for all full-time officers $2.5\% \times \$ 176,961$

Retirement will be paid for all full-time officers $24.66\% \times \$ 176,961$

Workers Compensation will be paid for all full-time officers $3.5\% \times \$ 176,961$

DPS Non-Sworn Personnel

Includes personnel positions of: Administrative Professional and Compliance Specialist

FICA will be paid for all full-time civilian employees $7.65\% \times \$ 831,759$

Health Insurance will be paid for all full-time civilian employees $29.45\% \times \$ 831,759$

Retirement will be paid for all full-time civilian employees $24.66\% \times \$ 831,759$

Workers Compensation will be paid for all full-time civilian employees $3.5\% \times \$ 831,759$

Merit System Assessments will be paid for all full-time civilian employees $.25\% \times \$ 831,759$

Analyst / Programmer

Includes personnel positions of: Data Analyst, Crash Review Specialist, and Data Programmer.

FICA will be paid for all full-time civilian employees $7.65\% \times \$ 160,160$

Health Insurance will be paid for all full-time civilian employees $29.45\% \times \$ 160,160$

Retirement will be paid for all full-time civilian employees $24.66\% \times \$ 160,160$

Workers Compensation will be paid for all full-time civilian employees $3.5\% \times \$ 160,160$

Merit System Assessments will be paid for all full-time civilian employees $.25\% \times \$ 160,160$

Legal Services

Includes personnel positions of: Data Analyst, Crash Review Specialist, and Data Programmer.

FICA will be paid for all full-time civilian employees $7.65\% \times \$ 16,605$

Health Insurance will be paid for all full-time civilian employees $29.45\% \times \$ 16,605$

Retirement will be paid for all full-time civilian employees $24.66\% \times \$ 16,605$

Workers Compensation will be paid for all full-time civilian employees $3.5\% \times \$ 16,605$

Merit System Assessments will be paid for all full-time civilian employees $.25\% \times \$ 16,605$

*Due to steadily increasing Worker's Compensation rates and Personal Liability rates and anticipated hiring of additional officers, fringe benefits continue to increase over what is shown on the fringe line item. Any overages will be accounted for as MOE. The specific amount for FICA, retirement, health insurance, personal liability insurance, workers compensation and merit system assessments for each employee will be included in each voucher.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Meal Allowances	43	63	100.0000	\$13,530.00	\$12,853.50	\$676.50	\$0.00
Lodging	43	53	100.0000	\$20,700.00	\$19,665.00	\$1,035.00	\$0.00
Misc. Other (Parking, Tolls, etc.)	30	37	100.0000	\$1,020.00	\$969.00	\$51.00	\$0.00
Car Rental and Fuel	3	18	100.0000	\$660.00	\$627.00	\$33.00	\$0.00
Out of State Commercial Transportation	30	37	100.0000	\$12,800.00	\$12,160.00	\$640.00	\$0.00
TOTAL: Travel				\$48,710.00	\$46,274.50	\$2,435.50	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

FY2022 Updates per BIL funding: Recalculated Federal/State shares.

Travel for Conferences and Training

Commercial Vehicle Safety Alliance (CVSA) Spring Workshop

5 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 6 days = \$1,650.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 5 personnel x 5 days= \$2,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$170.00

Car Rental and Fuel related to MCSAP travel cost: \$220.00 (1 vehicle for the group)

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00 (round trip) X 5 personnel = \$2000.00

Commercial Vehicle Safety Alliance CVSA Fall Conference

5 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 6 days = \$1,650.00

Conference Lodging for MCSAP related travel average cost: \$ 100.00 x 5 personnel x 5 days = \$2,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$170.00

Car Rental and Fuel related to MCSAP travel cost: \$220.00 (1 vehicle for the group)

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$ 400.00
(round trip) X 5 personnel = \$2,000.00

Motor Carrier Safety Assistance Program (MCSAP) Leadership Conference

5 personnel; 4 Days, 3 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 4 days = \$1,100.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 5 personnel x 3 days = \$1,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$136.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00
(round trip) x 5 personnel = \$2,000.00

Innovative Technology Deployment (ITD) Conference

5 personnel; 3 Days, 2 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 4 days = \$1,100.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 5 personnel x 3 days = \$1,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$136.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00
(round trip) x 5 personnel = \$2,000.00

Cooperative Hazardous Materials Enforcement Development (COHMED) Conference

3 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 3 personnel x 6 days = \$990.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 3 personnel x 5 days = \$1,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$170.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00
(round trip) x 5 personnel = \$2,000.00

North American Inspectors Championship (NAIC)

2 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 2 personnel x 6 days = \$660.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 2 personnel x 5 days = \$1000.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$68.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00
(round trip) x 2 personnel = \$800.00

North American Standard (NAS) Part A Training

3 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 3 personnel x 6 days = \$990.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 3 personnel x 5 days = \$1,500.00

North American Standard (NAS) Part B Training

3 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55 x 3 personnel x 6 days = \$990.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 3 personnel x 5 days = \$1,500.00

Investigative Safety Analysis Training

3 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 3 personnel x 5 days = \$990.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 3 personnel x 5 days = \$1,500.00

CVSA/FMCSA Data Management and Quality Training

5 personnel; 6 Days, 5 Nights

Meal Allowances for MCSAP related travel average cost: \$55.00 x 5 personnel x 6 days = \$1,650.00

Conference Lodging for MCSAP related travel average cost: \$100.00 x 5 personnel x 5 days = \$2,500.00

Miscellaneous Other (Parking, Tolls, Meters, etc.) incurred for MCSAP related travel cost \$170.00

Car Rental and Fuel related to MCSAP travel cost: \$220.00

Out-of-State Commercial Transportation (flights, shuttles, & taxis) related to MCSAP travel cost: \$400.00 (round trip) x 5 personnel = \$2,000.00

New Entrant Group Audits

4 personnel; 8 Days

Meal Allowances for MCSAP related travel average cost: \$55 x 4 personnel x 8 days = \$1,760.00

Lodging for MCSAP related travel average cost: \$100.00 x 4 personnel x 8 days = \$3,200.00

Projected Costs per Planned MCSAP Related Event

EVENT	Meals	Lodging	Misc.	Car Rental	Transportation	Total
CVSA						
Spring	1650	2500	170	220	2000	\$6,540

CVSA						
Fall	1650	2500	170	220	2000	\$6,540
MCSAP Leadership	1100	1500	136		2000	\$4,736
ITD	1100	1500	136		2000	\$4,736
COHMED	990	1500	170		2000	\$4,660
NAIC	660	1000	68		800	\$2,528
NAS A	990	1500				\$2,490
NAS B	990	1500				\$2,490
ISA	990	1500				\$2,490
DQ Workshop	1650	2500	170	220	2000	\$6,540
New Entrant Group Audit	1760	3200				\$4,960
TOTAL	\$13,530	\$20,700	\$1,020	\$660	\$12,800	\$48,710

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Laptop w/ vehicle dock	1	\$5,724.00	100	\$5,724.00	\$5,437.80	\$286.20	\$0.00
LIDAR	45	\$4,995.00	100	\$224,775.00	\$213,536.25	\$11,238.75	\$0.00
RADAR	45	\$2,745.00	100	\$123,525.00	\$117,348.75	\$6,176.25	\$0.00
TOTAL: Equipment				\$354,024.00	\$336,322.80	\$17,701.20	\$0.00
Equipment threshold is \$1,000							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

FY 2022 Updates per BIL funding: Add LIDAR and RADAR equipment; recalculate Federal/State Share.

Laptop computer with vehicle docking station (1 laptop X \$ 5,724.00= \$ 5,724.00)

LIDAR Kit: LIDAR with distance between cars mode (following too closely), speed detection, video evidence records, magnifier, charging cables, and hard case (45 LIDAR Kits x \$4,995.00 = \$224,775.00)

RADAR: dual direction speed detection (45 RADAR units x \$2,745.00 = \$123,525.00)

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Supplies & Materials - Uniforms & Related Items	12 Months	\$7,912.92	100.0000	\$94,955.04	\$90,207.29	\$4,747.75	\$0.00
Postage Stamps	12 Months	\$200.00	100.0000	\$2,400.00	\$2,280.00	\$120.00	\$0.00
Supplies & Materials - Computer	12 Months	\$665.00	100.0000	\$7,980.00	\$7,581.00	\$399.00	\$0.00
Supplies & Materials - Office Supplies	12 Months	\$2,915.00	100.0000	\$34,980.00	\$33,231.00	\$1,749.00	\$0.00
Supplies & Materials - Building/Maintenance Supplies	12 Months	\$425.00	100.0000	\$5,100.00	\$4,845.00	\$255.00	\$0.00
Printed Materials	1 Year	\$23,492.00	100.0000	\$23,492.00	\$22,317.40	\$1,174.60	\$0.00
TOTAL: Supplies				\$168,907.04	\$160,461.69	\$8,445.35	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

FY2022 Updates per BIL funding: Recalculated Federal/State Share.

SUPPLIES

The following projections are based on historic MCSAP related expenses for each category.

Printed Materials, Publications and Media

Handwritten inspection reports, Out-of-Service Decals, Code of Federal Regulations, Out of Service Criteria etc.:
\$23,492.00

Supplies & Materials

Computer: \$7,980.00 (\$665.00 X 12 months) AC & DC charge cables, adapters, toner, etc.
Office Supplies: \$34,980.00 (\$2,915.00 X 12 months) printer paper, ink pens, staples, etc.
Building/Maintenance Supplies: \$5,100.00 (\$425.00 X 12 months) light bulbs, HVAC filters, etc.
Uniforms & Related Items: \$94,955.04 (\$7,912.92 X 12 months) uniforms, badges, name plates, hats, etc.

Postage Stamps

\$2,400.00 (\$200.00 X 12 months) US Postal Service

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Vendor Contract	DUNS 0	Contract	100.0000	\$5,000.00	\$4,750.00	\$250.00	\$0.00
Description of Services: Operation and Maintenance - ITD Services							
University of Alabama CAPS	DUNS 456326	Contract	100.0000	\$63,555.00	\$60,377.25	\$3,177.75	\$0.00
Description of Services: Operation and Maintenance of ITD Reporting/Analytics Programs							
TOTAL: Contractual and Subaward				\$68,555.00	\$65,127.25	\$3,427.75	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

FY2022 Updates per BIL funding: Recalculated Federal/Share. Added O&M for dashboard programs created through ITD High Priority grant funding related to crash reporting, crash analytics, and safety inspection mapping.

The Department of Public Safety is the lead agency for ITD via an Intragovernmental Agreement (IGA) with the Georgia Department of Revenue. This contractual line item includes anticipated Operation and Maintenance (O&M) and ITD expenses that requires a contract or outside contractor for project completion.

University of Alabama - Center for Advanced Public Safety GRID and eSCR Operations and Maintenance

The GRID analytics dashboard provides a web-based interface for display of aggregate statistics for use in general agency oversight and enforcement planning. Efforts for continued functioning of this system include:

- Maintenance of the application components of a SQL Server database, GRID system website, and support services which provide necessary system infrastructure.
- Maintenance of a scheduled Extract-Translate-Load (ETL) system, which regularly builds analytics datasets for the following data:
 - o Crash Reports (Provided via a weekly data export by LexisNexis)
 - o eSCR (Electronic Significant Crash Report)
- Maintenance of a Geographic Information Systems (GIS) process which allows users to filter records and then overlay points representing those filtered records onto a map.
- (NEW/ONGOING WORK) Integration of the SAFETYNET inspection dataset into the GRID system.
 - This will involve directly connecting to the Georgia SAFETYNET server, run the Extract-Translate-Load process to construct a dataset (which will be set up as a scheduled process), and integrating the constructed dataset into the GRID interface.

eSCR

The Electronic Significant Crash Report (eSCR) is a supplementary form completed by MCCC officers in the event of a motor vehicle crash involving a commercial vehicle. This form is a component of the eForms data entry application. Efforts for continued functioning of this system include:

- Maintain eSCR form inside of the eForms client.
- Maintain eForms submission website, which allows officers to view, approve, and reject submitted forms.
- Integrate eSCR data into the GRID analytics dashboard through maintenance of the extraction translation-load process and subsequent integration process.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Infrastructure & Telecomm: <\$5,000.00 Mobile Communication Devices	4 Quarters	\$25,325.50	100.0000	\$101,302.00	\$96,236.58	\$5,065.42	\$0.00
Infrastructure & Telecomm: Mobile Communication Device Repair & Maintenance	12 Months	\$298.00	100.0000	\$3,576.00	\$3,397.20	\$178.80	\$0.00
Infrastructure & Telecomm: Managed Network	12 Months	\$1,247.25	100.0000	\$14,967.00	\$14,218.65	\$748.35	\$0.00
Rent - Other than Real Estate - Meeting Rooms	1 Year	\$2,419.30	100.0000	\$2,419.30	\$2,298.34	\$120.96	\$0.00
Repairs & Maintenance: Radio, Equipment, & Maintenance Agreements	12 Months	\$525.00	100.0000	\$6,300.00	\$5,985.00	\$315.00	\$0.00
Rent: PO Box Rental	1 Year	\$400.00	100.0000	\$400.00	\$380.00	\$20.00	\$0.00
Computer Supplies & Materials	12 Months	\$943.00	100.0000	\$11,316.00	\$10,750.20	\$565.80	\$0.00
Freight	12 Months	\$135.00	100.0000	\$1,620.00	\$1,539.00	\$81.00	\$0.00
Other: Dues & Subscriptions	1 Year	\$4,860.00	100.0000	\$4,860.00	\$4,617.00	\$243.00	\$0.00
Other: Testing & Certification	12 Months	\$250.00	100.0000	\$3,000.00	\$2,850.00	\$150.00	\$0.00
Other: DTAE - Health Testing	12 Months	\$295.00	100.0000	\$3,540.00	\$3,363.00	\$177.00	\$0.00
Insurance & Bonding: Vehicles	12 Months	\$2,915.00	100.0000	\$34,980.00	\$33,231.00	\$1,749.00	\$0.00
Motor Vehicle Expense: Vehicle Repair & Maintenance	12 Months	\$671.00	100.0000	\$8,052.00	\$7,649.40	\$402.60	\$0.00
Motor Vehicle Expense: Other	12 Months	\$545.00	100.0000	\$6,540.00	\$6,213.00	\$327.00	\$0.00
Motor Vehicle Expense: Gasoline	1 Year	\$403,151.33	100.0000	\$403,151.33	\$382,993.76	\$20,157.57	\$0.00
ITD O&M	1 Year	\$120,844.38	100.0000	\$120,844.38	\$114,802.16	\$6,042.22	\$0.00
TOTAL: Other Costs				\$726,868.01	\$690,524.29	\$36,343.72	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

FY2022 Updates per BIL funding: Updated Federal/State share calculations, provide additional funding for gasoline, provide additional funding for ITD O&M. Provide a focused definition for ITD O&M expenses.

Computer Supplies & Materials

\$11,316.00 (\$943.00 X 12 months) monitors, docking stations, scanners, printers, etc.

Freight

\$1,620.00 (\$135.00 X 12 months) historic costs of shipping (UPS, FedEx, currier, etc.)

Other Operating Expenses

Dues & Subscriptions: \$ 4,860.00 (year) approximately 25% of annual CVSA membership dues

Testing & Certification: \$3,000.00 (\$250.00 X 12 months) CMV speed detection calibrations

DTAE – Health Testing: \$3,540.00 (\$295.00 X 12 months) random employee drug screens

Insurance & Bonding

Vehicles: \$34,980.00 (\$2,915.15 X 12 months) State Law Enforcement vehicle insurance

Infrastructure & Telecommunications

Managed Network: \$14,967.00 (\$1,247.25 X 12 months) MCCD pro-rated network expenses

<\$5,000.00 Mobile Communication Devices: \$101,302.00 (\$25,325.50 X 4 quarters) cell phones, PDA, radios, etc.

Mobile Communication Device Repairs & Maintenance: \$3,576.00 (\$298.00 X 12 months) cell phones, PDA, radios, etc.

Rent – Other Than Real Estate

PO Box Rental: \$400.00 (Year) U.S. Postal Service Fees

Meeting Rooms: \$2,419.30 (year) historic costs of New Entrant group audit locations and training room rentals

Repairs & Maintenance

Radio, Equipment, & Maintenance Agreements: \$ 6,300.00 (\$525.00 X 12 months)

Motor Vehicle Expense

Vehicle Repairs & Maintenance: \$8,052.00 (\$671.00 X 12 months) fluid changes, wipers, & batteries, etc.

Gasoline: \$403,151.33 (year) pro-rated MCSAP gasoline expenses

Other: \$6,540.00 (545.00 X 12 months) emergency lighting, sirens, electronic controls, etc.

Innovative Technology Deployment (ITD)

Estimated \$120,844.38 (year) for commercial motor vehicle identification and credential verification hardware repairs and damaged replacement across Georgia's 19 weigh-in-motion systems: i.e. USDOT reader cameras and License Plate Reader (LPR) cameras, system fiber optic repairs, and tire anomaly classification systems, etc.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$16,318,334.00	\$858,860.00	\$17,177,194.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$2,576,579.00
MOE Baseline:	\$1,039,183.63

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCCD Major	\$74,442.00	\$3,918.00	\$78,360.00	\$0.00
MCCD Captain	\$798,694.26	\$42,036.54	\$840,730.80	\$0.00
MCCD Lieutenant	\$567,118.08	\$29,848.32	\$596,966.40	\$0.00
MCCD Sergeant First Class	\$1,009,884.96	\$53,151.84	\$1,063,036.80	\$0.00
MCCD Sergeant	\$984,344.40	\$51,807.60	\$1,036,152.00	\$0.00
Motor Carrier Officer	\$5,478,890.16	\$288,362.64	\$5,767,252.80	\$519,591.82
GSP Trooper	\$168,113.14	\$8,848.06	\$176,961.20	\$0.00
Compliance Specialist	\$396,993.60	\$20,894.40	\$417,888.00	\$0.00
Legal Services	\$15,774.75	\$830.25	\$16,605.00	\$0.00
Data Programmer	\$69,160.00	\$3,640.00	\$72,800.00	\$0.00
Data Analyst	\$41,496.00	\$2,184.00	\$43,680.00	\$0.00
Crash Anayst	\$41,496.00	\$2,184.00	\$43,680.00	\$0.00
Administrative Professional	\$790,171.51	\$41,587.97	\$831,759.48	\$0.00
Salary Subtotal	\$10,436,578.86	\$549,293.62	\$10,985,872.48	\$519,591.82
MCCD Officer	\$91,314.84	\$4,806.04	\$96,120.88	\$0.00
Overtime subtotal	\$91,314.84	\$4,806.04	\$96,120.88	\$0.00
Personnel total	\$10,527,893.70	\$554,099.66	\$11,081,993.36	\$519,591.82

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCCD Sworn	\$3,925,805.73	\$206,621.35	\$4,132,427.08	\$519,591.81
GSP Trooper	\$11,391.33	\$599.54	\$11,990.87	\$0.00
DPS Non-Sworn	\$502,111.82	\$26,426.94	\$528,538.76	\$0.00
Analyst / Programmer	\$49,837.38	\$2,623.02	\$52,460.40	\$0.00
Legal Services	\$2,583.51	\$135.97	\$2,719.48	\$0.00
Fringe Benefits total	\$4,491,729.77	\$236,406.82	\$4,728,136.59	\$519,591.81

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Meal Allowances	\$12,853.50	\$676.50	\$13,530.00	\$0.00
Lodging	\$19,665.00	\$1,035.00	\$20,700.00	\$0.00
Misc. Other (Parking, Tolls, etc.)	\$969.00	\$51.00	\$1,020.00	\$0.00
Car Rental and Fuel	\$627.00	\$33.00	\$660.00	\$0.00
Out of State Commercial Transportation	\$12,160.00	\$640.00	\$12,800.00	\$0.00
Travel total	\$46,274.50	\$2,435.50	\$48,710.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptop w/ vehicle dock	\$5,437.80	\$286.20	\$5,724.00	\$0.00
LIDAR	\$213,536.25	\$11,238.75	\$224,775.00	\$0.00
RADAR	\$117,348.75	\$6,176.25	\$123,525.00	\$0.00
Equipment total	\$336,322.80	\$17,701.20	\$354,024.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Supplies & Materials - Uniforms & Related Items	\$90,207.29	\$4,747.75	\$94,955.04	\$0.00
Postage Stamps	\$2,280.00	\$120.00	\$2,400.00	\$0.00
Supplies & Materials - Computer	\$7,581.00	\$399.00	\$7,980.00	\$0.00
Supplies & Materials - Office Supplies	\$33,231.00	\$1,749.00	\$34,980.00	\$0.00
Supplies & Materials - Building/Maintenance Supplies	\$4,845.00	\$255.00	\$5,100.00	\$0.00
Printed Materials	\$22,317.40	\$1,174.60	\$23,492.00	\$0.00
Supplies total	\$160,461.69	\$8,445.35	\$168,907.04	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vendor Contract	\$4,750.00	\$250.00	\$5,000.00	\$0.00
University of Alabama CAPS	\$60,377.25	\$3,177.75	\$63,555.00	\$0.00
Contractual and Subaward total	\$65,127.25	\$3,427.75	\$68,555.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Infrastructure & Telecomm: <\$5,000.00 Mobile Communication Devices	\$96,236.58	\$5,065.42	\$101,302.00	\$0.00
Infrastructure & Telecomm: Mobile Communication Device Repair & Maintenance	\$3,397.20	\$178.80	\$3,576.00	\$0.00
Infrastructure & Telecomm: Managed Network	\$14,218.65	\$748.35	\$14,967.00	\$0.00
Rent - Other than Real Estate - Meeting Rooms	\$2,298.34	\$120.96	\$2,419.30	\$0.00
Repairs & Maintenance: Radio, Equipment, & Maintenance Agreements	\$5,985.00	\$315.00	\$6,300.00	\$0.00
Rent: PO Box Rental	\$380.00	\$20.00	\$400.00	\$0.00
Computer Supplies & Materials	\$10,750.20	\$565.80	\$11,316.00	\$0.00
Freight	\$1,539.00	\$81.00	\$1,620.00	\$0.00
Other: Dues & Subscriptions	\$4,617.00	\$243.00	\$4,860.00	\$0.00
Other: Testing & Certification	\$2,850.00	\$150.00	\$3,000.00	\$0.00
Other: DTAE - Health Testing	\$3,363.00	\$177.00	\$3,540.00	\$0.00
Insurance & Bonding: Vehicles	\$33,231.00	\$1,749.00	\$34,980.00	\$0.00
Motor Vehicle Expense: Vehicle Repair & Maintenance	\$7,649.40	\$402.60	\$8,052.00	\$0.00
Motor Vehicle Expense: Other	\$6,213.00	\$327.00	\$6,540.00	\$0.00
Motor Vehicle Expense: Gasoline	\$382,993.76	\$20,157.57	\$403,151.33	\$0.00
ITD O&M	\$114,802.16	\$6,042.22	\$120,844.38	\$0.00
Other Costs total	\$690,524.29	\$36,343.72	\$726,868.01	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$16,318,334.00	\$858,860.00	\$17,177,194.00	\$1,039,183.63
Total Costs Budgeted	\$16,318,334.00	\$858,860.00	\$17,177,194.00	\$1,039,183.63

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$16,318,334.00	\$858,860.00	\$17,177,194.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$2,576,579.00
MOE Baseline:	\$1,039,183.63

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$10,436,578.86	\$549,293.62	\$10,985,872.48	\$519,591.82
Overtime Subtotal	\$91,314.84	\$4,806.04	\$96,120.88	\$0.00
Personnel Total	\$10,527,893.70	\$554,099.66	\$11,081,993.36	\$519,591.82
Fringe Benefits Total	\$4,491,729.77	\$236,406.82	\$4,728,136.59	\$519,591.81
Travel Total	\$46,274.50	\$2,435.50	\$48,710.00	\$0.00
Equipment Total	\$336,322.80	\$17,701.20	\$354,024.00	\$0.00
Supplies Total	\$160,461.69	\$8,445.35	\$168,907.04	\$0.00
Contractual and Subaward Total	\$65,127.25	\$3,427.75	\$68,555.00	\$0.00
Other Costs Total	\$690,524.29	\$36,343.72	\$726,868.01	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$16,318,334.00	\$858,860.00	\$17,177,194.00	\$1,039,183.63
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$16,318,334.00	\$858,860.00	\$17,177,194.00	\$1,039,183.63

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Colonel Chris Wright
2. What is this person's title? Commissioner
3. Who is your Governor's highway safety representative? Allen Poole
4. What is this person's title? Director

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Colonel Chris Wright, Commissioner, on behalf of the State of GEORGIA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Colonel Chris Wright
2. What is the title of your certifying State official? GA DPS Commissioner
3. What are the phone # and email address of your State official? 404-624-7716 cwright@gsp.net

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Colonel Chris Wright, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
HB 174	07/01/2021	O.C.G.A. 40-1-8	To amend Code Section 40-1-8 of the Official Code of Georgia Annotated, relating to safe operations of motor carriers, commercial motor vehicles, and drivers, safe transportation of hazardous materials, and penalties, so as to update the reference date to federal regulations regarding the safe operation of motor carriers and commercial motor vehicles; to revise a definition; to provide for related matters; to repeal conflicting laws; and for other purposes. https://www.legis.ga.gov/legislation/59096

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No